



THE NAVAL AVIATION ENTERPRISE AIR PLAN



...One Vision, One Team

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"Those of us who help produce Naval Aviation readiness are working hard to reduce the number of F/A-18s in out-of-reporting status. Initiatives like Critical Chain Project Management enable us to focus efforts on accelerating aircraft deliveries back to the flight lines."
- Rear Adm. Paul Sohl, Commander, Fleet Readiness Centers (COMFRC)

Naval Aviation Enterprise (NAE) Stakeholders' Efforts to Improve F/A-18 Readiness

In this Air Plan, you're invited to learn about two efforts briefed at the F/A-18 Out of Reporting Update, conducted via VTC, May 21. The information below describes the initiatives and what they mean in terms of Naval Aviation readiness:

Requests for Engineering Information (REI)

Work in Progress (WIP) Status

REI WIP	Status as of May 2014	Status as of May 2015	Percent Change
WIP - Enterprise	670	469	-30%
WIP - West Coast	326	179	-45%
WIP - East Coast	344	290	-16%
WIP - A - D	541	396	-27%
WIP - E/F/G	129	73	-43%
WIP - In-Service Repair (ISR)	72	29	-60%
WIP - Field Site (Depot/ISR)	168	71	-58%
WIP - Field Site (Navy)	130	48	-63%
WIP - Field Site (USMC)	39	23	-41%
WIP - Critical Chain Project Management (CCPM) Enterprise	---	122	--

WIP Age Reduction Performance

Weekly REI Drumbeat Data (Items > 7 Days)

	As of Feb. 4, 2015	As of May 6, 2015	Percent Change
CCPM - Average Age (Days)	159	91	-43%
ISR - Average Age (Days)	220	182	-17%
CCPM - Median Age (Days)	99	34	-66%
ISR - Median Age (Days)	125	68	-46%

The chart on the left shows the results of Fleet Readiness Centers' (FRC) and Naval Air Systems Command's Air Vehicle Engineering Department's (AIR-4.3) efforts to reduce the overall number of REIs in progress and thereby increase their responsiveness to the fleet. By focusing efforts on high-priority REIs and managing REIs with a cross-enterprise perspective, the FRCs reduced the REI WIP from 670 in May 2014 to 469 in May 2015 - a reduction of 30 percent.

The "WIP Age Reduction Performance" chart above shows the average age of REIs in progress at the FRCs. By prioritizing REIs and working the most important REIs faster, the FRCs are reducing the average age of REIs in progress and ultimately improving their effectiveness in getting aircraft through production and back out to the warfighters.

Throughput Capacity

Repairs of F/A-18 Super Hornet Engine Bay (68) Doors

	Prior to May 2015		As of May 2015	
Minor Repairs	Fleet Readiness Center West (FRCW) ≈ 1.3/month	Total ≈ 1.3/month	FRCW ≈ 1.3/month	Total ≈ 6.3/month
	Northrop Grumman Corp. (NGC): N/A		NGC ≈ 5/month	
Moderate Repairs	FRCW ≈ 0/month	Total ≈ 0/month	FRCW ≈ 0/month	Total ≈ 2/month
	NGC: N/A		NGC ≈ 2/month	
Major Overhauls	FRCW ≈ 0/month	Total ≈ .5/month	FRCW ≈ 0/month	Total ≈ .5/month
	NGC ≈ .5/month		NGC ≈ .5/month	

The above graph shows the results of NAVSUP Weapon Systems Support (NAVSUP WSS) contracting for greater commercial support for Super Hornet engine bay door repairs. Multiple aircraft had been non-mission capable due to damage to the doors, which are complex to repair. Since contracting with NGC in May 2015, Naval Aviation has commercial support for not only major overhauls, but also minor repairs and moderate repairs – greatly increasing Naval Aviation's overall throughput capacity for the repair of Super Hornet engine bay doors.

The above initiatives, and others like them, are aimed at one goal: putting ready aircraft on the flight lines for Naval Aviation's warfighters. As a result of such focused efforts, Naval Aviation has decreased the number of out-of-reporting (OOR) legacy F/A-18 aircraft, from 305 OOR F/A-18s on May 7, 2014 down to 283 OOR F/A-18s as of May 11, 2015.